

of Survey for Repairs, &c., of Engines and Boilers.

(Received at London office 18 FEB 1948)

Port 14th February 1948. When handed in at Local Office 16th February 1948. Port of Gothenburg.

Survey held at Gothenburg Date, First Survey 21st July 1947 Last Survey 6th February 1948.

the Machinery of the ~~XXXXXX~~ Steel Twin Screw Motorship "ANNIE JOHNSON" (No. of Visits 36)

5016.75 Vessel built at Gothenburg By whom A-B. Götaverken When 1925 - 11

2879.22 Engines made at Gothenburg By whom A-B. Götaverken When 1925 - 11

633 Boilers, when made (Main) --- (Donkey) 1925

0 Owners Rederi A-B. Nordstjernan Owners' Address ---

1 Managers Axel Axelson Johnson Port Stockholm Voyage ---

--- If Surveyed Afloat or in Dry Dock Both

85 (State name of Dock:) Lindholmen

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any.)
+100A1		+LMC 3,42
with freeboard		+LMC (M) 4,44
6,46		DBS 10,45
		OG
ssGot.No.3-11,38		P 2,44
ssGot.No.1-42		S 10,45
		Ref.Mchy.

Port Damage, LMC, DBS,
Examination and Repairs (if any) Alterations and S.R.List.

ere the Surveyor has not made a special damage report he is required to state whether
vices for this purpose, and why they were declined Offered to Owners, not req.
ort made by anyone else? If so, by whom? Yes, Underwriters' surveyor.
personally go inside each Main Boiler separately and make a thorough examination
ersonally go inside each Donkey Boiler separately and make a thorough examination
Yes

ne, state for what reasons?

the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the
re himself of the thorough efficiency of those parts of each Boiler?

internal examination of each boiler 12th December, 1947

Present condition of funnel(s) Good

examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 85 lbs.

examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? Yes

examine the drain plugs of the Main Boilers? and of the Donkey Boilers? None

examine all the mountings of the Main Boilers? and of the Donkey Boilers? Yes

ow been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

n changed? No If so, state reasons

fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

ination of Screw Shaft 22/11/48 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 2 1/2 mm.

s, when referred to by numbers, should be counted from forward.

Is electric light and power fitted? Yes

rveyor examine the generators, motors, switchgear, cables and fuses? Yes

n resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

not complete, state what arrangements have been made for its completion and what remains to be done Complete.

to have been caused by collision with the m.s. "Peru", at Antwerp, on the 26th October, 1946.

The propellers, propeller shafts, stern bushes, oil glands, the sea connections and their fastenings

All cylinders, covers with valves and valve gears, pistons, piston rods, guides, crossheads and the
d top- and bottom end brasses, crank-, thrust- and intermediate shafts and the reversing gear of the port
main engines examined.

(Continued)

ervations, Opinion, and Recommendation:— The machinery of this vessel is in good condition and eligible,
to remain as classed with fresh records of LMC 2,48 and DBS 2,48, and fresh notation of Tail shafts seen
special conditions.

ection 29) Kr. 580:00 Fees applied for
ee (AUX.ENG.) Kr. 150:00 16/2 1948
r Repair Fee(if any) Kr. 60:00
r Section 29.) Kr. 25:00 Received by me,
es (if chargeable) Kr. 6:00 -- 19 --
equipment Kr. 200:00

WED 10 MAR 1948

+ LMC 2,48

Both 5.11.47 DBS 2,48

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.

Lloyd's Register
Foundation

Gothenburg.

Continuation of Report No. 15849 dated 16th February, 1948, on the

of the motorship "Annie Johnson", of Stockholm, No. 19310 in the Register Book.

All three auxiliary engines with generators renewed. See London Surveyors' report No. (engines Nos. 46750/1, generators Nos. 260 R - 113/4), and Copenhagen Surveyors' report No. 12093, Secretary's letter dated the 14th May, 1947, initialled "H", (oil engine No. 4085 and generator 00).

Two new electrically driven manoeuvring compressors with motors have been fitted as per ate attached.

The small steam driven starting up compressor examined.

Both main starting air receivers examined internally.

The starting air receiver for the auxiliary engines (previously used as spare starting iver for the auxiliary engines) examined internally.

Both main circulating pumps, both main lubricating oil pumps, the ballast pump, both and sanitary pumps and the fuel oil transfer pump examined.

The pipes, cocks, valves and strainers of the pumping arrangements examined.

The daily fuel oil tanks examined internally and externally with fittings and connections.

The main lubricating oil cooler examined and tested.

The manoeuvring of the main engines tested, and the main engines examined under working ons.

The electric installation examined and tested as per Rule.

The donkey boiler examined internally and externally with safety valves and mountings and ety valves adjusted under steam as above.

The oil burning installation examined under working conditions and found in order.

The fire extinguishing apparati examined and found in order.

repairs effected:

The starboard propeller shaft drawn for examination. Oil glands renewed. Propeller at tips.

effected due to wear and tear:

all glands renewed.

ain engine:

gine bedplate re-adjusted.

ank shaft lifted, all main bearings re-metalled and the alignment of the shaft re-adjusted.

, 2, 5 and 6 cylinder covers renewed (cracked).

cylinder liner and cooling jacket renewed.

ssheads dressed up in lathe, all brasses re-metalled.

gine completely overhauled.

s repaired.

ard main engine:

gine bedplate re-adjusted.

ank shaft lifted, all main bearings re-metalled, and the alignment of the shaft re-adjusted.

ssheads dressed up in lathe, all brasses re-metalled.

gine completely overhauled.

s repaired.

ain circulating pumps renewed (wasted).

ain lubricating oil pumps overhauled, all ball bearings renewed.



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(Continued)

0283 3

Gothenburg.

Continuation of Report No. 15849

dated

16th February, 1948, on the

of the motorship "Annie Johnson", of Stockholm, Bo. 19310 in the Register Book.

st pump housing renewed (wasted).

rd bilge- and sanitary pump housing renewed (wasted).

ng shaft of the transfer pump renewed, end covers and cog wheels dressed up and adjusted.
ctions:

main cooling water inlet renewed (wasted).

iler:

ring cropped and renewed.

he shell plate in way of a bottom mudhole cropped and a new piece riveted on.

stays renewed.

off valve, one feed valve and the test cocks renewed.

er tested by water pressure after repairs effected and found tight.

ons:

All three auxiliary engines and generators renewed as stated above.

The cooling of the auxiliary engines altered to fresh water system and a fresh water
nd two circulating pumps have been fitted.

The direct driven bilge pump on the main engine removed.

All HP air receivers have been taken ashore with the exception of the spare injection air
for the main engines, which will be now used as starting air receiver for the auxiliary engines.

Two new manoeuvring compressors fitted as per certificate attached.

The electrical installation altered and partly renewed in accordance with plans approved
4th November, 1947. See also Rpt.13 attached.

it:

The fit of journals in No.6 port crank webs specially examined and found in order, and as
nment of the crankshaft has now been re-adjusted, it is recommended that the insertion be removed
e S.R.List.

Permanent repairs to all machinery have now been carried out as stated above.

The electrical installation dealt with as per Rpt.13 attached.

Part of the above survey was at the Owners' request carried out on Friday the 6th February,
rom 18 to 21 o'clock.

Stein Johnson



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